# HIGHWAY SYSTEM OVERVIEW

## OVERVIEW OF MAPS

### Functional Classifications

Currently Idaho has 4948 centerline miles on the state highway system. The state highway system is functionally categorized into Interstate, Principal Arterials, Minor Arterials and Collectors, according to the amount of traffic and service the highway provides. Idaho's functionally classified highway system is shown on page 9.

### Average Daily Traffic and Access Management

The map on page 10 shows the Average Daily Traffic (ADT) for each state highway. Generally, the higher functionally classified roadways carry the greater traffic volumes. In addition, as the functional classification of a roadway drops from the highest category (interstate) to the lowest category (collector), the type of vehicle trip changes from through traffic to local circulation. The type of access control on a highway frequently mirrors the roadway's functional classification. Generally, as roadways carry more through traffic, there is less need and desirability for them to provide local access, and access control requirements are more stringent. ITD has six access control categories. These range from Full Control (on the interstate) to Standard Approach (on collectors). The Access Control category for each state highway, along with a brief description for each classification is shown on page 11.

### Weight Capacity

The weight capacity for all state highways is shown on page 12. This map shows the maximum load for any given set of axles that travel on the state highway system. The load capacities range from routes posted due the lowest allowable bridge, to roadways allowing three-axle tridems up to 70,500 lbs.

### The National Highway System

The Intermodal Surface Transportation Efficiency Act (ISTEA) provided for the creation of a National Highway System (NHS) to designate routes of nationwide significance. Nationally the NHS includes all Interstate routes, a large portion of Principal Arterial Routes, and the Strategic Highway Network (STRAHNET). Idaho's NHS routes are shown on page 13.

### Scenic Byways

The Scenic Byway program helps preserve and protect Idaho's heritage by promoting and enhancing tourism in Idaho. Before a road can qualify as a National Scenic Byway, the road must possess scenic, historic, recreational, natural, cultural, or archeological characteristics. Federal funds are specifically reserved for enhancing scenic byways. A map of Idaho's Scenic Byways can be found on page 14.

### Forest Highways

Idaho's Forest Highways are shown on page 15. Forest Highways are not limited to the state highway system. Before a road can acquire Forest Highway status, its predominant use has to be forest access (hiking, fishing, camping, etc.) and the road must be designated as a Forest Highway route. Improvement of these highways qualifies for Federal Forest Highway funds.

### Facilities

The location of Idaho's primary port of entry (POE) facilities, satellite POEs and roving ports of entry can be found on page 16. The primary POEs are manned facilities, which close only a small portion of the day. The satellite POEs are occasionally manned by the roving ports which carry scales with them.

ITD has 29 rest area locations with 31 rest room buildings within the six districts on the state highway system. These existing facilities are categorized as either Deluxe or Gateway. Deluxe rest areas provide full service facilities including potable water, flush toilets, and picnic tables. Gateway rest areas are located at important tourist entrances into the state. Gateway facilities provide all the amenities of Deluxe rest areas and also provide adequate space for a staffed visitor information center. Existing rest areas on the state highway system are shown on page 17.

## CORRIDORS

### Intrastate Priority Corridors

The efficient movement of people and freight is critical to Idaho's economy. While much of Idaho's trade commodities are transported out of the state, the majority, by weight, and a significant percentage, by value, stay in Idaho. All of Idaho's roadway system contributes to the internal movement of goods and people, however, certain roadway corridors are particularly vital. These intrastate corridors consist of Idaho's Interstate roadway system, and select National Highway System routes that have high total traffic volumes, and high percentages of commercial vehicles. These corridors may serve as important connections to neighboring states and Canada. They typically connect to intermodal facilities, and serve important agricultural, business and industry centers. The map on page 18 shows the eight corridors Idaho identified as Intrastate Priority Corridors.

At the July 1996 board meeting The Idaho Transportation Board approved these as priority corridors for future study.

**Western Transportation Trade Network (WTTN)**

With the passage of the North American Free Trade Agreement, trade opportunities have increased through out the United States with respect to Canada and Mexico. With the anticipated trade increase in the Western Region of the United States, two issues need to be addressed:

How can the region benefit from increased trade?
Is the infrastructure in place?

To address these questions, Idaho joined with 13 other western states in July of 1995 to study high priority interstate freight corridors in the Western United States. The WTTN states identified corridors of Western Regional Importance and the costs associated to correct deficiencies within these corridors.

A map located on page 19 shows the corridors identified by Western Transportation Trade Network Team. The priority corridors identified represent a consensus of all WTTN states.

**CANAMEX**

The CANAMEX trade corridor is a proposed 2000-mile north-south highway trade route that extends from Alberta, Canada through Montana, Idaho, Utah, Nevada, and Arizona to Mexico. In Idaho, Interstate 15 is the designated CANAMEX route. CANAMEX routes were identified in the Intermodal Surface Transportation Efficiency Act (ISTEA) as High Priority Routes because of their importance as international freight corridors.

The CANAMEX proposal, as requested by Canada, was for Idaho to support a multi-state request to Congress for increased vehicle weights on I-15 to 128,000 lbs, subsequently modified to 118,000 lbs. The governor is the appropriate person to endorse CANAMEX subject to legislative approval. Even if the legislature votes to support the pilot project, they cannot increase weight limits on I-15 without congressional action.

## PRIORITIES FOR CONSTRUCTION IMPROVEMENT

It is necessary to establish construction priorities to manage limited resources and to provide an efficient highway system. The Idaho Transportation Department has established the following priorities for the state highway system:

| Priority | Description |
|---|---|
| One | Routine Maintenance |
| Two | Pavement Preservation |
| Three | Bridge Preservation |
| Four | Safety Improvements |
| Five | Capacity Expansion |
| Six | Facility Modifications |

These priorities should be used to:

- Provide direction for managing the state highway system.
- Provide a basis for developing funding strategies for improvement.
- Provide the framework for deciding which projects are constructed and how our limited construction dollars are spent.

Environmental protection is an overriding and constant priority on highway construction projects. Environmental concerns should be addressed on all highway construction projects.

A detailed discussion of the type of work that falls into each of these categories follows.

**Priority 1: Routine Maintenance**

Maintaining our existing infrastructure is the Idaho Transportation Department top priority. Idaho is divided into six maintenance districts, which are shown on page 20. Items that are included in the roadside maintenance are litter removal, fence, vegetation, and pavement edge. The winter maintenance standards for the state highway system are shown on pages 21 and 22.

These projects included in routine maintenance provide safe and reliable movement of people and goods on state highways on a daily basis.

Typical Projects:
Snow and ice removal
Application of anti-skid material
Patching and pothole repair
Crack filling
Guardrail repair
Mowing
Brush Control
Drainage facility maintenance
Fence maintenance
Litter Pick-up
Ditching

## Priority 2: Pavement Preservation

The projects under pavement preservation preserve the infrastructure. Pavements are resurfaced at regular intervals to help extend their service life. At the end of their service life, pavements are reconstructed. This process keeps pavements in good condition, and allows for the cost-effective use of construction funds.

Typical Projects:
- Inlay
- Overlay
- Reconstruction
- Seal coat
- Hot and cold recycle
- Cement Recycled Asphalt Base Stabilization

## Priority 3: Bridge Preservation

Bridge preservation projects rehabilitate or replace existing bridges and other structures to preserve operational and structural integrity.

Typical Projects:
- Partial or complete deck replacement
- Spall correction
- Crack injection
- Joint replacement or repair
- Bridge Replacement (due to structural deficiencies)
- Bearing Repairs
- Cleaning
- Painting

## Priority 4: Safety Improvements

The focus of projects in this category is improvement of High Accident Locations, and at-grade railroad crossings. Signing and striping projects, which are necessary for travelers to safely negotiate the roadway system, are also included.

Typical Projects:
- High Accident Location improvements
- Rail Road crossing improvements
- Signing
- Striping
- Lighting
- Signal Maintenance

## Priority 5: Capacity Expansion

Projects in this category add capacity to the roadway system. They may also improve mobility within congested highway corridors.

Typical Projects:
- Passing lanes
- Interchanges
- Additional lanes
- Urban bypass routes
- Bridge replacement / widening to add capacity
- Truck climbing lanes
- Intermodal connections
- New rest areas

**Priority 6: Facility Modifications**

These projects enhance safety and improve traffic operations.

Typical Projects:
- Guardrail
- Minor Widening
- Drainage Improvements
- Lighting
- Refurbishing rest areas